

# INFORMATION REPORT

CD NO.

Czechoslovakia

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### Railroad Information from the Cheb Area

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(LISTED BELOW)

SUPPLEMENT TO  
REPORT 

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THIS IS UNEVALUATED INFORMATION 25X1

1. The locomotive roundhouse in Cheb consists of a turntable 23.60 meters in diameter and 21 bays. The bays are provided with repair pits and pneumatic lifting gears. The width of the roundhouse is 30 meters. About 30 to 35 locomotives can be warped up simultaneously in the roundhouse. Coal and warping of a locomotive takes approximately 30 minutes.
2. Near this roundhouse is another turntable 20.04 meters in diameter, three water cranes, and a coal pile for routine servicing of locomotives.
3. The cooling facilities consist of two coal tipples and one mobile crane. See Annex for the schematic layout of the locomotive repair and servicing facilities.
4. Only minor locomotive repairs and routine maintenance tasks are performed at the locomotive roundhouse. Repairs include exchange of bearings, piston valves, and of other available spare parts. A considerable shortage of spare parts exists and locomotives are often returned to service without the completion of all requested repairs. Locomotives requiring major repairs are sent to the railroad workshops in Plzen (N50/ L 04). It takes usually a month before a locomotive is returned from the Plzen workshops. There are no replacement locomotives available for the locomotives sent for repairs.
5. The roundhouse employs 250 men. These work in three 12-hour shifts. The chief of the roundhouse section is Princ (fnu). Neither he nor his foremen are qualified for their jobs and the working morale under such leadership brings poor results.
6. The amount of pitcoal kept on hand at the Cheb (N51/ P 37) railroad station is about 50 carloads. This is considered to be under the required standing reserve. The situation with lignite is still worse; there is no stock of this fuel and it has to be currently supplied from the Sokolov (N51/ P 58) mines. On 27 December 1952 an emergency 10-car freight train had to be dispatched from Cheb to Sokolov to bring lignite in order to re-fuel waiting locomotives.

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25 YEAR RE-REVIEW

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7. On 10 February 1953, sixteen locomotives of the series 5550 were currently stationed at the Cheb roundhouse. The number of locomotives of this series is to be brought up to 22 according to plan. The locomotives of the series 3650 will be sent somewhere in the interior; they will be replaced by the series 5240.
8. The railroad transport of crude oil from the Soviet Zone of Austria to the Soviet Zone of Germany has been intensified to five to six 45-car freight trains daily; there are also considerable coal shipments from the Soviet Zone of Germany to the Soviet Zone of Austria.

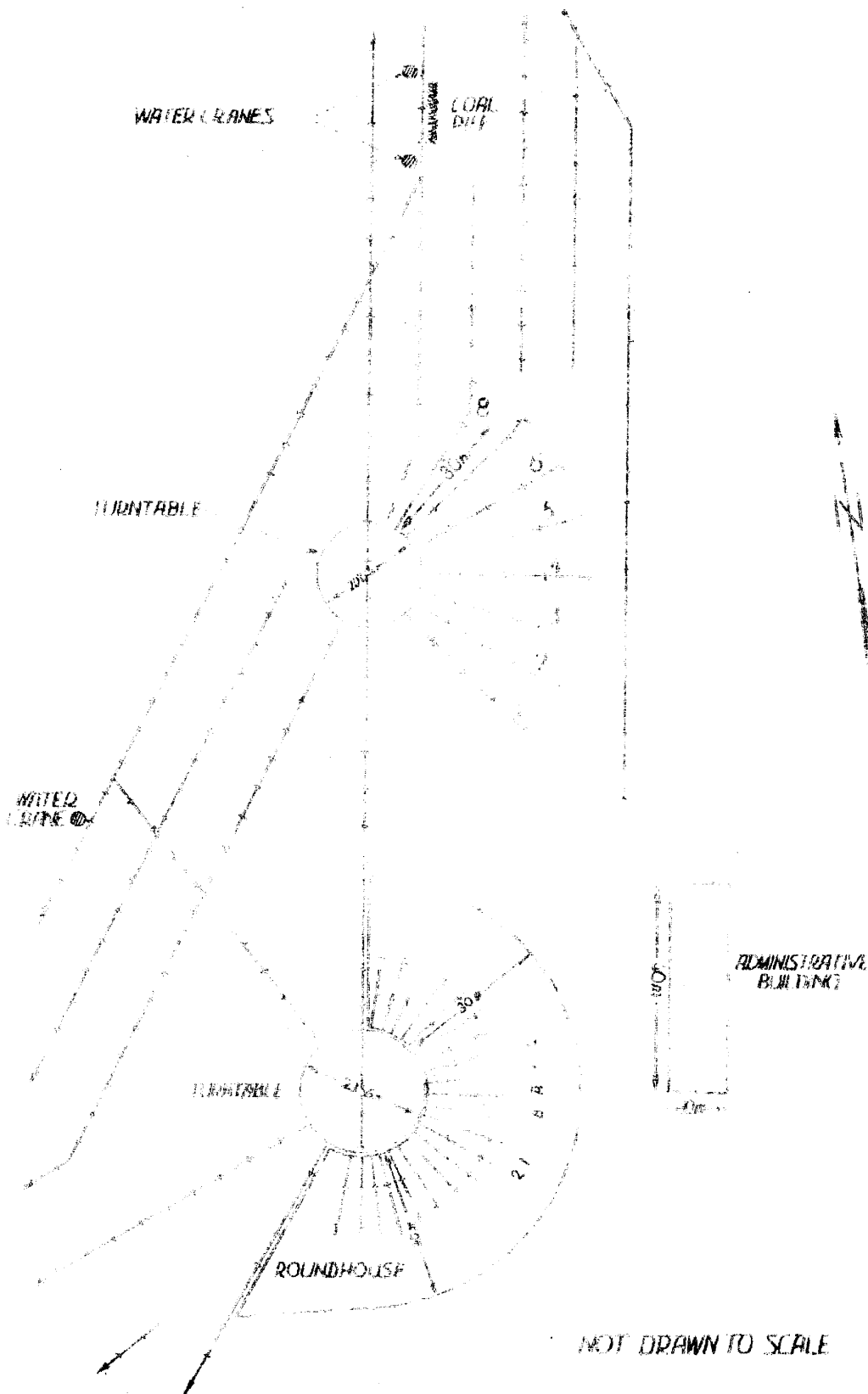
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Annex

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CHRB RAILROAD STATION (Detail)



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